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# NAVAL SHIPYARD ALLOWANCING PROPOSAL

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# **NAVAL SHIPYARD**

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### **TASKER:**

From Executive Steering Committee meeting February 2001  
to NAVSEA 04L52

Develop an allowancing process and  
criteria for use at Naval Shipyards regarding  
calibrateable tools within the production  
environment

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- **Objective of work study**
  - To develop a baseline specialized allowancing process for use at Naval shipyards that can be enacted in a reasonable period of time and not adversely impact on the production requirements of those facilities.
  - Work study team consists of members of the NAVSEA TMDE program and various equipment control personnel at the four Naval shipyards.

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## **Challenges and Issues**

- No single method of documentation of actual on-board inventories, MEASURE is not used as the primary inventory documentation.
- No allowancing process exists to support TMDE within shipyards.
- Shipyard instructions for equipment management varies from shipyard to shipyard

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### **APPROACH**

Determine one technique to define groups of equipment in order to assign baseline quantities compatible with and in compliance with the ERP efforts.

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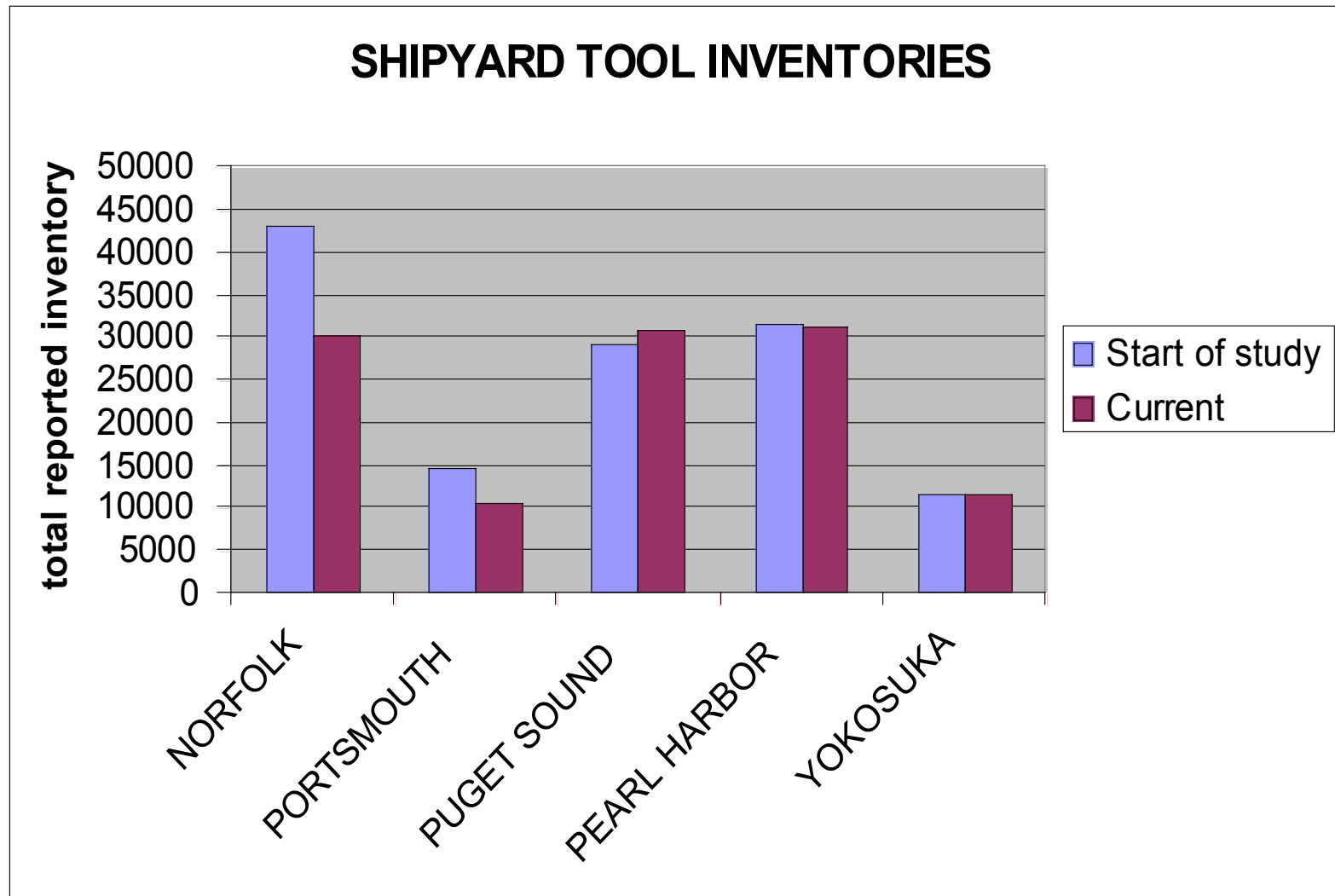
- **Background**

- General consensus of work practices from the shipyards was not to calibrate tools and equipments not in demand or only used in processes that occurred irregularly or over a long period of time.
- All shipyards have some type of equipment reduction process and equipment control instructions.
- Active (Calibrated) equipment was used on current workload and inactive equipment is calibrated as necessary when needed for irregularly scheduled work . Both the active and inactive inventories are required to avoid production delays.
- Following slide shows inventory totals at the start of study (from MEASURE) and the current totals determined from independent, internally-maintained inventory documentation.

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### ACTIVITIES INVOLVED IN STUDY

#### **Norfolk NSY:** 7000+ workforce

Full complement of nuclear submarine & carrier work & large deck overhaul (LHA/LPD)

#### **Puget Sound NSY:** 7700+ workforce

Overhaul/maintenance of active surface & sub vessels

Recycling of decommissioned surface & subsurface craft

#### **Portsmouth NSY:**3500+ workforce

Primary submarine overall & refueling (3 – 4 boats/year)

#### **Pearl Harbor NSY & IMF:**4000+workforce

Periodic maintenance of surface ships,maintenance and overhaul of submarines

**Site visit to SRF Yokosuka and Pearl Harbor NSY pending**



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- Proposed process – Group current inventory into general categories.
  - Classification of inventories is based on the use of a General Category Listing derived in part from METRL, Section 2.
  - All model numbers within each inventory will be defined into these specified categories.
  - Overall allowances will be defined at shipyard level.
  - Personnel from each shipyard will be needed in the documentation of peak issue and to validate the categories.
  - Establish criteria that defines active, inactive and excess equipment
  - Sub-custody, shop level assignments, active and inactive assignments will be determined by local equipment managers.
  - Determine allowances for each category based on issue records and historic peak work load

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- Beta Test – Portsmouth Naval Shipyard
  - Portsmouth was used to validate the initial approach.
  - Initial category definition resulted in greater than 90% of the tools falling into the general categories as defined by the constructed generic category list.
  - Coding the general categories to the individual model numbers is in progress. These categories are being applied to other Shipyard inventories.
  - The categorized inventories will be sent to each shipyard for validation prior to the final allowancing effort. A meeting with shipyard personnel at end of August for final validation of categories.

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- Approvals to date:
  - Baseline process agreed to in kind by Portsmouth Naval Shipyard
  - Proposal has been briefed to the Fleet Maintenance Executive Steering Committee on July 13, 2001 at Bangor, Washington. It was well received and approved for continuing action.

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- **Road Ahead**

By October 30, 2001 the following will be accomplished:

- Finalized criteria definition of active, inactive and excess equipment
- All shipyard inventories will be categorized and allowance quantities established
- All allowance quantities will be reviewed and validated by respective shipyards.